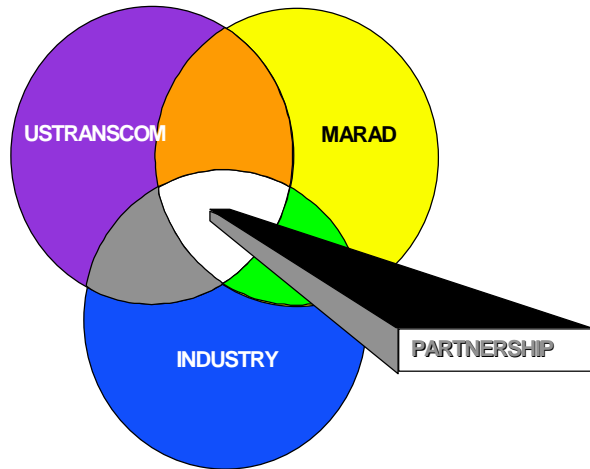


The Voluntary Intermodal Sealift Agreement (VISA) program creates a partnership between the U.S. Government and industry providing commercial sealift and intermodal shipping services and systems necessary to meet mobilization requirements. VISA exists under Maritime Administration (MARAD), Department of Transportation (DOT) authority for voluntary agreements with industry under the Defense Production Act of 1950, as amended, and the Merchant Marine Act, 1936, as amended. The Maritime Administration and its national security partner, U.S. Transportation Command (USTRANSCOM), co-chair the VISA Joint Planning Advisory Group (JPAG). VISA was approved by Secretary of Defense William S. Cohen on January 30, 1997.



Government & Industry Partnership:
Providing commercial transportation resources to meet national security requirements, in a timely, efficient, and cost effective manner

Through the VISA program, transportation solutions will be developed in peacetime to anticipate Department of Defense's (DoD's) requirements. The program is intended to provide for a seamless, time-phased transition from peacetime to wartime operations. The keystone of VISA is that for the first time, it brings the carriers into the DoD planning process. This enables carriers both to better meet defense transportation needs and to plan for options for their own operations to continue ongoing commercial arrangements during contingencies.

VISA OBJECTIVES

A Sealift Readiness Program that:

- ✓ Assures DoD access to critical sealift capability for national security contingency requirements
- ✓ Contributes to a robust and healthy U.S. merchant marine
- ✓ Balances defense and economic elements of civilian transportation for national security

ENROLLMENT PROCEDURES

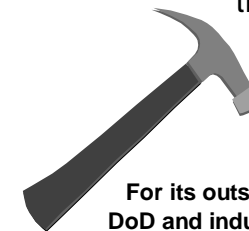
As a condition for receiving Government financial support, Maritime Security Program (MSP) participants are required to enroll

100% of their U.S.-flag MSP vessel capacity, intermodal resources, and services in VISA, which is DOT's and DoD's approved Emergency Preparedness Program (EPP).

Other commercial U.S.-flag operators can volunteer capacity in VISA Stages I and II, but in Stage III participants must commit at least 50% of their capacities for non-MSP vessels and 100% of their capacities for MSP enrolled vessels. VISA participants receive priority for award of DoD peacetime cargo. Enrollment in VISA will coincide with DoD's contracting cycle.

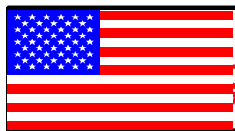
MSP and VISA are Complementary Programs:

The importance of the link between VISA and the MSP is clearly apparent. More than 80% of U.S.-flag commercial shipping capacity is enrolled in VISA Stage III and over 70% of that capacity comes from MSP vessels. Approximately 110,000 TEUs or 10,000,000 Sq. Ft. of military useful capacity is available from MSP participants. In this manner, the Government leverages a relatively modest investment to gain "assured access" to a global commercial transportation network for use in national emergencies.



For its outstanding efforts, MARAD and its DoD and industry partners were awarded the prestigious Hammer Award by Vice President Gore in FY 1997 for the VISA Program in support

of reinventing Government that works better and costs less.



**U.S. MERCHANT SHIPS
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For additional information call the Office of Sealift Support
MAR-632 on 202-366-2323 or visit the Maritime
Administration's Web Page at <http://www.marad.dot.gov>
April 2000

Maritime Administration
400 Seventh Street, S.W.
Washington, DC 20590

VOLUNTARY INTERMODAL SEALIFT AGREEMENT VISA

